



Douglas DC-8 on Helena Airport



DIVISION OF AERONAUTICS

Vol. 25 — No. 2

February, 1974

ELT DEADLINE POSTPONED SIX MONTHS TO JUNE 30, 1974

The Federal Aviation Administration has announced a six-month extension, from December 30, 1973, to June 30, 1974, of the deadline for carrying an emergency locator transmitter (ELT) on certain classes of civil aircraft.

FAA's action implements a provision of the "55-MPH Speed Limit" Act signed by the President on January 2, 1974, amending the section of the Federal Aviation Act that established the ELT requirement and the installation deadline for the equipment.

The new legislation adds additional types of flights that are exempt from the ELT requirement, as follows:

Traihing flights conducted entirely within a 50-mile radius—in contrast to the previous 20-mile radius—of the airport from which the flight began.

Flights incident to design and testing.

New aircraft while engaged in flights incident to their manufacture, preparation and delivery.

Aircraft certified for research and development purposes.

Aircraft while used for crew training, exhibition, air racing, market surveys, or for showing compliance

with Federal Aviation Regulations.

Aircraft equipped to carry not more than one person.

Unaffected by the new legislation and continuing to be exempt from the ELT requirement are foreign aircraft, military planes, rotorcraft, agricultural operations, and all turbojet airplanes regardless of type of operation.

DAWSON COMMUNITY AIRPORT

Mr. G. D. Dorwart has replaced David P. Price as Chairman of the Dawson Community Airport Commission, as well as assuming Dave Price's job and title with the Montana-Dakota Utilities Company. We look forward to working with Mr. Dorwart.

REMINDER — HAVE YOU REGISTERED FOR 1974?

1974	1975	1976	1977	1978
Pilot Registration --- Montana Aeronautics Division				
Box 1698		Helena, Montana 59601		Phone 449-2504
Name (Please Print) _____ No. _____ (Leave Blank)				
Mailing Address _____ Phone Bus. _____				
City _____ County _____ State _____ Zip _____ Phone Res. _____				
FAA Certificate No. _____	Total Hours _____	Est. Mrs. _____	Last 12 Mo. _____	
LICENSE RATING & ACTIVITY				
Student _____ (Check) Private _____ Commercial _____ Airline Transport _____ Instrument _____		Flight Instructor _____ (Check) Active Flight Instructor _____ Private Business and Pleasure _____ Employed Commercial Aviation _____		
Registration Fee \$1.00 per year Check <input type="checkbox"/> Cash <input type="checkbox"/>		By _____ Name of Company _____ OVER I affirm on oath that the foregoing is true and correct. Signature _____ Date _____		
<small>\$.50 of annual registration fee is for subscription to monthly publication "MONTANA AND THE SKY".</small>				

REGISTRATION IS MANDATORY
Division Regulation March 10, 1954, reference Revised
Codes of Montana, 1957, Title 1, Chapter 2, Section 1-501.

This is a sample, **do not use it to register**. If you have not received your card from this office, either write us and request a 1974 registration card, or get one from your nearest fixed base operator.

**DEPARTMENT OF
INTERGOVERNMENTAL
RELATIONS**

Thomas L. Judge, Governor
Frank McChesney, Director
Martin T. Mangan, Deputy Director
Official Monthly Publication
of the

DIVISION OF AERONAUTICS
City/County Airport
Phone 449-2506

Box 1698

Helena, Montana 59601

William E. Hunt, Administrator

Worthie M. Rauscher,
Deputy Administrator

Board of Aeronautics

Richard O'Brien, Chairman
Thomas F. Kiely, Vice-Chairman
Michael D. Ferguson, Secretary
Tom Burris, Member
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Leo Collar, Member
Bruce Vanica, Member



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Edited by: Bernice M. Peacock



January 25, 1977 a 20-cent air-mail stamp was put on sale.

**WEATHER SERVICE
APPOINTMENT**

William A. Rammer, Acting Meteorologist in Charge of the Weather Service Forecast Office in Great Falls has informed us that Mr. Rd M. Rauch has been appointed to the position of Weather Service Evaluation Officer for the state of Montana, replacing Jack B. Hughes who has accepted the Meteorologist in Charge position at Wichita, Kansas.

Rd has been initially involved with all phases of the Meteorological product in Montana for the past 13 years with special emphasis on aviation and public forecasting. He may be reached by telephone at 406-761-3332.

*Administrator's
Column*

The article appearing elsewhere in this newsletter, entitled "The Search" is an interesting one and I thought the readers might find it worth noting. I think we can all relate to it in one set of circumstances or another but it was written about a lost aviator who has not been found.

* * * * *

Much controversy has been stirred by the Aeronautics Division's appearance in support of Senator Lowe's bill on aircraft pooling. It has long been held by many people that the state aircraft could be better utilized more economically if they were placed in one agency. This of course remains to be seen but Senator Lowe's bill if it does become law will be a step in that direction. There are a total of 12 aircraft owned by the state now, ranging from J3 Cubs to a turbine powered Aero Commander purchased by the Highway Department for aerial photography, saving many man hours of surveying. The cubs, of course, belong to the Fish and Game Department and are used primarily in game count although for other services as well. The Division of Aeronautics recognizes the special purposes of the state's aircraft and also some of the technical, legal and funding problems involved in pooling various aircraft. The bill has been amended to provide exceptions where federal funds are affected or a law prohibits use of aircraft for any reason except that for which it was purchased, passed the Senate on third reading on February 6, 1974. We have worked on a voluntary pool that has not been as successful as we had hoped it would be but there are indications that Senator Lowe's bill is a step in the right direction.

* * * * *

Another matter of considerable interest to the aviation community is the proposal by the Aeronautics Division and the Board of Aeronautics that the State of Montana consider

the purchase of a pressurized aircraft, preferably turbine powered, but not necessarily excluding pressurized aircraft with piston engines. Much of the publicity in the newspapers has centered around the MU-2 built by the Mitsubishi Aircraft Company, but the Division of Aeronautics has not limited its search to one aircraft and actually has flown the Aero Commander 690A, the Merlin III, the Beechcraft King Air, as well as the MU-2. Each of these planes offers advantages and disadvantages in its purchase but if the Legislature authorizes the state to purchase one of them, the choice will be most difficult.

There is no doubt that air travel in one of these aircraft has much to recommend it as compared to paying high salaried people to drive 55 miles an hour on the highway, especially when one considers per diem and automobile travel costs involving as much as two full days of travel for one day of business by automobile when an aircraft will normally make the trip in a few short hours allowing the traveling person to complete his work in a single day. At any rate, comparisons are being made and figures being examined to give the Legislature an opportunity to purchase a plane if the economies of the situation warrant it.

**BOARD OF AERONAUTICS
MEETING**

The Board of Aeronautics met December 13 at the Governor's Conference room in the Capitol Building with Board members Richard O'Brien, Michael Ferguson, Tom Burris, William Merrick and Bruce Vanica present. Members of the Department of Intergovernmental Relations attending were Frank McChesney and Martin Mangan. Aeronautics staff members were William Hunt, Worthie Rauscher and Bernice Peacock.

There was a discussion about the proposal of the Division of Aeronautics to request a fund of \$500,000 to be used to match federal funds for Airport Development Aid Program work. (Continued on Page 3)

DEMONSTRATION AIRCRAFT BEING VIEWED BY MONTANA LEGISLATORS AND OFFICIALS



Rockwell Commander 690A Prop Jet

FORMER COMMISSION CHAIRMAN SUCCUMBS

We were grieved to learn of the death of Walter Hope, Big Horn, Montana. He died in Billings January 16 following heart surgery. Mr. Hope served on the Montana Aeronautics Commission from July 1, 1961 through June 30, 1969, chairing the group in 1965-66. He represented the County Commissioners which he served 1950 through 1968. Our sympathies go to Mrs. Alice Hope and the family.



Walter Hope



King Air E90

FAA TO PUBLISH REGULATIONS IN INDIVIDUAL PARTS

As a convenience to users, the FAA plans to publish the Federal Aviation Regulations in individual parts, rather than in volumes. The 61 individual parts are now consolidated into 11 volumes.

At present, in order to get Part 61 which covers pilot certification, one must buy the volume which also contains the regulations covering certification of flight crewmembers other than pilots, certification of airmen other than flight crewmembers, medical standards, pilot schools, ground instructors, and aviation maintenance technician schools.

The gradual phasing out of the present system will begin early this year and be completed in 12 to 18 months. The Government Printing Office will notify all current subscribers to the Federal Aviation Regulations when prices and publication dates have been determined. The most commonly used FAR parts will be available on a subscription basis from GPO. Lesser used parts, because of their brevity and/or infrequent changes, will be available as single sales items.

AERIAL HUNTING REGULATIONS

We feel it is important to call to your attention portions of the federal regulations pertaining to aerial hunting. Please note the following excerpts from the law.

Section 742j-1 Airborne hunting

(a) Prohibition; penalty.

Any person who —

(Continued on Page 4)



Mitsubishi MU-2J

(Continued from Page 2)

Worthie Rauscher, Deputy Administrator of Aeronautics, reported that he had discussed the Minnesota law on zoning with Minnesota Commissioner Larry McCabe, and indicated that the Minnesota law will be the model for a zoning law to be introduced in the Montana Legislature in either 1974 or 1975.

There was a discussion of a proposal to purchase a pressurized aircraft and much discussion centered around the cost of travel aboard an aircraft as compared to other modes of transportation. Mr. Ed Pardi, representing Denver Beechcraft, was present at the meeting, described the virtues of the King Air, and gave demonstrations to the Board members to show the versatility and performance of this Beechcraft airplane.

Tom Keegan, attorney with the Legislative Council, read a proposal by Senator Bill Lowe of Billings that aircraft be pooled. This was later introduced in the Senate as SB508 and at the time of this publication has cleared the Senate third reading.

The next meeting of the board is scheduled for February 15 & 16.

AIRPORT NOTES

By WORTHIE M. RAUSCHER
Deputy Administrator

The Federal Aviation Administration has approved the following ADAP Projects:

Logan International Airport, Billings—\$266,747, to install perimeter, security and safety fence and terminal area security fence with two gates, construct fire station addition to existing maintenance building, widen central taxiway fillet, overlay
(Continued on Page 5)

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

Robert Bold—Big Sandy

PRIVATE

Daryl Spicher—Hingham
Eugene Scharf—Butte
Dennis Lawlor—Havre
Harold Johnson—Great Falls
Creta Duncan—Missoula (Mil. Comp.)
Richard Hulla—Missoula
John Cunneen—Butte
Rodney Jacobson—Deer Lodge
James Bennett—Billings (MEL)
Robert Anderson—Billings
Fred Jones—Billings
Dean Koffler—Lewistown
Barbara Carter—Billings
Ralph Wright—Sand Point, Alaska
James Kimmet—Rapelje
Calvin Irish—Cohagen
William Lambert—KalisPELL
William Dawson—Belt
Richard Fellows—Bozeman
Gregory Brown—Bozeman
Thomas Waddell—Great Falls
Byron Dige—Sidney
Timothy Welch—Dodson
Jay Hansen—Conrad
John Constenius—Whitefish
Warren Childers—Daytona Beach, Florida
Philip Cassel—Havre

COMMERCIAL

Neal Brenna—Havre (MEL)
James O'Donnell—Voorheesville, N.Y. (MEL)
Jay Ballhagen—Ronan
Raymond Wallace—Missoula
James Werner—Orange, Texas
Marlew Haskins—Missoula
Patrick Bradley—KalisPELL (Rotorcraft-Helicopter)
Jack Smallwood—Helena (MEL)
Stanley Peters—Beechy, Saskatchewan
Arlie Long—Wolf Point
John Kopczynski, Jr.—Billings

INSTRUMENT RATING

Leonard Ward—Billings
Donald Hungerford—Great Falls
Colin Morris—Bozeman
Michael Phillips—Bozeman (Helicopter)
Dennis Shallenberger—Missoula

FLIGHT INSTRUCTOR

Lewis Link—Billings
Russel Cebulski—Malta
Gary Cormier—Billings
Robert Kunkel—Middleton, Wisc.
Eugene Mendel—Malta
Gene Steadman—Broadus
Donald Hungerford—Great Falls (Instruments)

GROUND INSTRUCTOR

Gary Forister—Billings (Basic)
Ann Stradley—Bozeman (Advanced)
Lary Larson—Billings (Advanced)

MASTER PARACHUTE RIGGER

Jon Foland—Missoula

REPAIRMAN

Clarence Coleman—Billings (Radio-Instruments)
Bennie Jones—Butte (Radio-Instruments)

POWERPLANT MECHANIC

Wilbur Fultz—Fort Benton

AIRFRAME MECHANIC

Gay Conner—Three Forks

NPA RESPONSE TO ENERGY CRISIS

The National Pilots Association has announced suspension of its 1974 annual convention at Basin Harbor, Vermont, and all other fly-in convention activities sponsored by the nation's senior, member controlled light plane pilot group. William H. Ottley, NPA's Executive Director, stated, "To ensure maximum fuel conservation, we have postponed all pilot fly-ins which were scheduled for 1974 for our members and friends and we have urged all our members and all other general aviation pilots to cancel or curtail fun flying, wherever possible."

On January 5, 1928 Lt. A. M. Pride, U.S. Navy, landed the first plane on the deck of the carrier "Lexington".

MONTANA AUTOMOBILE DEALERS DEPART FOR HONOLULU

January 17, 1974, 248 members of the Montana Automobile Dealers Association, wives and families, departed from Helena Airport for Honolulu, Hawaii, for their annual convention. The aircraft, a stretch DC-8 chartered from Trans-International Airlines, picked up 72 passengers at the Billings Airport and another 127 passengers at the Helena Airport. The aircraft refueled at Seattle and continued on to Hawaii. It returned to Helena January 25, 1974. The 248 members represented dealers from throughout the State.



Boarding the DC-8 for Hawaii
(Continued from Page 3)

(1) while airborne in an aircraft shoots or attempts to shoot for the purpose of capturing or killing any bird, fish or other animal; or

(2) uses an aircraft to harass any bird, fish, or other animal; or

(3) knowingly participates in using an aircraft for any purpose referred to in paragraph (1) or (2);

shall be fined not more than \$5,000 or imprisoned not more than one year, or both.

(b) Exception; report of State to Secretary.

(1) This section shall not apply to any person if such person is employed by, or is an authorized agent of or is operating under a license or permit of, any State or the United States to administer or protect or aid in the administration or protection of land, water, wildlife, livestock, domesticated animals, human life, or crops. . . .

(c) (Continued on Page 6)

PURVEYOR'S CONFERENCE

West Yellowstone, Montana

By: Bernice M. Peacock

A three day conference was held in West Yellowstone, Montana, January 18, 19 and 20, sponsored by the Yellowstone Park Company. There were many interesting sidelights on the operation of the company, the changes that have occurred in the last 16 years, and facts and figures on park attendance. Jack Anderson, Superintendent of Yellowstone Park, said that park attendance last year was down 8.6%, but that those who came stayed for longer periods of time and that there were more commercial travelers and fewer driving their own vehicles.

Winter travel is available in the park, but only by snowcoach, snowmobiles and skis. There are also limited winter accommodations for those who enjoy winter sports.

The highlight of the conference for the writer was a snowcoach ride from West Yellowstone to Old Faithful with frequent stops to view and photograph herds of elk, buffalo, trumpeter swans, Canadian and snow geese and many other varieties of birds. The scenery was breathtakingly beautiful, with an almost steady snowfall, and the inspiring quiet.

The closest airports open in winter are at Bozeman or Livingston. Transportation to the Park is available from either of these airports. Anyone interested in flying in for the pleasures of winter in the best snow and scenery you can find, can get more information on reservations by writing to Richard H. Ludwig, Director, Marketing & Sales, Yellowstone Park Company, Yellowstone National Park, Wyoming 82190. He also has some excellent film and slide presentations for loan to hangar meetings, ski clubs, or other groups. One of these is a 28 minute color presentation on the Four Seasons of Yellowstone, another is the White Face of Yellowstone.

In 1926 5,782 passengers were carried by U.S. domestic air lines.

MISTER GOOD GUY AWARD

The Flathead Hangar of the Montana Pilot's Association held its first annual presentation of its recently established "Mister Good Guy" award during an awards banquet in Kalispell, December 12. The award, given to the person or persons contributing the most toward the progress and safety of general aviation in Western Montana during the previous year, was presented to the entire staff of the General Aviation District Office in Helena.

Mr. Lester Severance, GADO 5 Chief and guest of honor, accepted the award on behalf of his office and personnel after some good natured ribbing of each member of his staff.

Recognizing the recipient as a welcome and integral part of general aviation in western Montana, the awards committee was unanimous in its selection of the District Office as the first annual "Mister Good Guy." The committee cited the FAA for its work in up-grading aviation schools and safety programs and took special note of the unprecedented degree of cooperation and assistance provided to the private and commercial operators in the area.

In an age when an increasing number of federal agencies are coming under fire from the public, it is indeed refreshing to recognize a group of men for the exemplary manner in which they perform their duties.

We are indebted to Ted Parod for his fine reporting of this event.



Larry Stalnaker presenting award to Lester Severance and Earl Morgan.

(Continued from Page 3)
general aviation taxiway and expand terminal area apron.

Bert Mooney/Silver Bow County Airport, Butte—\$143,306 for the development of the airport (purchase of a fire truck), and \$256,656, to construct a fire station addition to the existing maintenance building, construct and mark central parallel taxiway segment and overlay portion of existing taxiway turnaround, extend terminal apron and marking.

Great Falls International Airport, Great Falls—\$22,632 for the acquisition of an airport firefighting and rescue vehicle, and \$1,400,997 to construct and mark new terminal apron, construct and mark apron taxiways, install medium intensity apron edge and taxiway lights, install apron floodlighting, install storm drains, install 6' chain link security fence with gates, stabilize runway shoulders, construct new terminal entrance road.

Helena City/County Airport, Helena—\$192,700 for acquisition of two 1500 gallon airport firefighting vehicles.

Glacier Park International Airport, Kalispell—\$65,003 to acquire one firefighting and rescue vehicle, install boundary fence and apron floodlighting.

Johnson-Bell Field, Missoula — \$196,800 for acquisition of one Index A airport firefighting and rescue vehicle, and two Index B airport firefighting and rescue vehicles (1500 gallons), and \$1,106,221 to perform the following: reconstruct east apron area including seal coat, reconstruct north apron area including seal coat, expand apron area south including seal coat, and install MITL, expand apron area west including seal coat, overlay, strengthen and mark taxiway, construct mark and light (MITL) connecting and partial parallel taxiway to runway 11, widen runway 11 end for turnaround area.

Roundup City/County Airport, Roundup—Engineering contract for conducting master planning study.

Wolf Point International Airport, Wolf Point—\$20,500 to acquire one Index A airport firefighting and rescue vehicle.

ADDITIONAL SATELLITE INFORMATION

Further correspondence has been received from the National Aeronautics and Space Administration with disappointing conclusions. For your information it is reprinted below.

Mr. William E. Hunt
Administrator
Division of Aeronautics
Montana Department of
Intergovernmental Relations
Helena, MT 59601

Dear Mr. Hunt:

As the information you requested in your December 17, 1973, and January 2, 1974, letters to Mr. Stoney and Mr. Mathews broadly covers the subject of search and rescue for downed aircraft, they have been forwarded to me for response.

The points Mr. Schneider makes in his letter to you of December 13, 1973, about the difficulties of using present optical techniques, such as those he described in Skylab, are equally applicable to the four narrow band scanners in our Earth Resources Technology Satellite (ERTS-1). The ERTS-1 orbit altitude is twice that of Skylab at 560 miles and the best resolution we can reliably identify is approximately 80 meters. The satellite orbit carries it over the same ground position every 18 days and if one includes reasonable cloud cover probabilities there can be periods of one to several months before a clear view of a particular earth section is available.

For these and the reasons given in Mr. Schneider's response we believe that for the present and near future NASA space observations capabilities are and will not be adequate to assist in locating downed aircraft. The unfortunate realities of our ERTS capabilities preclude their use in detecting objects as small as aircraft, even those of the commercial 747 size.

Incidentally, we have checked the point you raised concerning the use of satellite information in the search for Mr. Boggs and have no indication that either NASA satellite or aircraft observation information was

employed. The Armed Forces and Coast Guard were extensively used in this search and this may be the source of observation Mr. Schneider recalled.

NASA and other federal organizations have been active in researching radio beacon tracking and position location techniques for monitoring aircraft position in flight or as an aid in locating a downed aircraft. To date several small experiments have been conducted but no operational system exists.

As you know, the Congress is requiring, as of 1974, all general aviation aircraft to carry Emergency Location Transmitters (ELT). The Aircraft Owners and Pilots Association (AOPA) claims that neither adequate monitoring facilities nor requirements are available to compliment the ELT's reducing their effectiveness. We have had some preliminary discussions with the FAA on this subject but nothing definitive has come of these to date. In addition to ELT, NASA has done extensive R&D with the FAA on a commercial aviation communication, tracking and position determination satellite system. Such a system is presently in the advanced stages of discussion between the FAA, Europe, and Canada as an experimental operational system over the North Atlantic. To this subject, NASA will be conducting an experiment over the North Atlantic in 1975 with its yet-to-be-launched ATS-F satellite. Unfortunately, this system is intended for commercial aviation and will be of little or no use in general aviation position determination activities.

On a scale more closely related to your interest, NASA conducted a study and developed ground equipment for a Global Rescue and Alarm Net (GRAN) system. This study concluded in 1972 and the equipment has been offered to the Navy and Coast Guard for further development. It is our understanding that the Navy is actively pursuing this concept for future use with a satellite.

NASA is also a signatory to the National Search and Rescue Plan of

1969 and has membership status on the current National SAR Conference. In this respect NASA has the capability to further define the role of space in SAR activities and to conduct trade-off studies. However, since NASA does not have the primary mission responsibility it can only support requests from other agencies. We are in the process of asking these agencies if such assistance is required.

In summary, NASA unfortunately does not now have nor are we actively pursuing programs that would provide the capability to either visually or by radio signals assist in the search and rescue of downed aircraft. It would appear that the FAA and the Navy are proceeding in a more immediate fashion to achieving this capability.

Finally, the ERTS data collection system described by Mr. Schneider could not be used in a search and rescue mode since there is no way of determining where the signal is originating. Further, it does not have the capacity or configuration for voice communications as a substitute for position determination.

s/A. T. Christensen

Director, User Affairs

(Continued from Page 4)

(d) Enforcement; regulations; arrest; search; issuance and execution of warrants and process; cooperative agreements.

Any employee of the Department of the Interior authorized by the Secretary of the Interior to enforce the provisions of this section may, without warrant, arrest any person committing in his presence or view a violation of this section or of any regulation issued hereunder and take such person immediately for examination or trial. . . .

(e) Forfeiture.

All birds, fish, or other animals shot or captured contrary to the provisions of this section, or of any regulation issued hereunder, and all guns, aircraft, and other equipment used to aid in the shooting, attempting to shoot, capturing, or harassing of any bird, fish, or other animal in violation of this section or of any regulation issued hereunder shall be subject to forfeiture to the United States.

THE SEARCH

By Judy Sorenson

New Year's Eve, 1973—We had a beautiful Christmas despite the ever-present awareness of our loss. It seems a strange thing to say, especially when the story began as a nightmare three days before Thanksgiving. Thanksgiving and Christmas—seasons which signify love—giving thanks to God and families being together. In the next month and a half we all were going to understand the true spirit of these holidays in a deeper way.

The news reached each family by telephone. Steve was missing. Overdue twelve hours on a flight from Port Angeles to Puyallup, Washington. It had been a routine business flight in a small rented blue and white Cessna. Suddenly, on his return trip, all circumstances turned against him. A sudden storm—powerful winds, near-zero visibility and, trees causing a power outage in the next two towns on his flight plan.

The father preparing to eat dinner 1,500 miles away suddenly is gasping for breath. The desperate attack last a few minutes. The time, we discover later, coincides with the time his son was in trouble.

The search began. The first to arrive was the Civil Air Patrol. Next, one by one, family, in-laws, and friends gather. Parents, sisters, brothers-in-law, uncles, cousins, friends from college—children of all. The endless waiting continues. Days seem to melt into one another. Each cold dreary dawn holds the promise . . . today will be the day; with each sunset we hold on to the hope . . . it will surely be tomorrow.

The unnatural hush over the children sets the tone for the house. Women busy themselves with the daily routine of preparing lunches for crews and meals for twenty to twenty-five at night. The constant ring of the telephone breaks the quiet conversations.

The coordinating effort took on gigantic proportions. Ground crews, helicopter and fixed-wing pilots, observers, people asking questions house-to-house. All gathered with

one goal—to find our loved one. The strain shows on faces; yet, no one mentions his own fatigue. Each is undergoing his own personal search as the main search progresses. Each finding because of his own failings more ability to love one another. Discovering the true meaning of forgiving one another—as our Father in Heaven forgives us. Knowing we must love one another because Steve loved each of us regardless of our imperfections. Realizing life is but a gift granted each person for an unknown number of days.

Awareness grows of the change taking place within our core group of family and friends; but hope is still our daily sustenance. We had reason to hope. After all, he had been a survival-trained paratrooper in the Army. He was still young at 36, and had an unusual ability to overcome adverse conditions. He'd been in scrapes before but there was an aura of infallibility about him. Besides, the intensity and scope of the search was encouragement enough. True, weather conditions had not been ideal, but helicopters were up regardless. Also, there had been several reliable sightings of the aircraft. He had been flying low and in apparent trouble for some time.

No one voices what turmoil is in our hearts. Is he alive? Hurt? Did he hit a mountain or the water? What about shelters—could he walk to them? They are checked. What joy if he would return now. He would see how many people love him. We could compensate for all the times we'd failed to express our love. Oh! How relationships could be healed. But now Thanksgiving had come and gone—celebrated in the traditional way, and our pleading prayers remain unanswered.

The Civil Air Patrol search is halted because the time granted by law has expired. The family maintains one more day of concentrated helicopter search. It's the most discouraging day. Crew after crew returns downcast. His Mother and wife stand, arm in arm, tears streaming unashamedly down their faces. Hope has waned. At this moment a phone

call comes from a helicopter pilot who reports spotting a possible plane wing—it looked white with blue stripes. This only spark of hope kindles our faith anew. We are overjoyed!

The next day the search is concentrated in the area of the sighting, and several members of the family enter the woods to walk as helicopters hover overhead. The Army National Guard units fan out; the ambulance stands guard. It had been eight days—he could still be alive. His dog, a German shorthair is turned loose. Hours later we gather—a log painted silver with blue strips was all we'd found. The woods are a dense rain forest . . . we realize the improbability of his walking out.

That evening the family gathers in a crowded bedroom to discuss the situation. We realize all has been done that is humanly possible. It's unfair to jeopardize the lives of others in any further search. But we still hope for a miracle. As we join hands in prayer, we boldly ask for one. We cry and love one another. Healing is taking place. We are united in mind and spirit. We pray for one miracle while another is taking place in each of us.

The following day people begin to leave. The family gathers for a final meeting. Steve's in-laws invite us to join them at their home for Christmas. Our family had been planning our first Christmas together in eleven years. Our home town holds so many memories; perhaps, without Steve, this way would be easier.

Since God had not answered our prayer for his return, the reality of our loss was slowly beginning to permeate us. We felt the need to continue to be together as a family, and to experience the love, comfort, strength and unity we had shared here. So, this was to be the reason for our unique Christmas, 1973. People together as a family on the birthday of Jesus. On this day we recall God gave His only begotten Son as a gift of love to us all. We were on a new road to understand-

(Continued on Page 8)

(Continued from Page 7)

ing love; but we also realized the sacrifice that had been paid. Steve was my father's only son; a wife had been widowed and two young girls fatherless.

Perhaps learning and growth are never without pain; but through sorrow we had also experienced an in-explainable sense of joy—in newly found relationships—in reassessment of our own lives—in giving to others. We have a New Year with a peace in our hearts that does surpass all understanding. Each one continuing the private inner search to find God's perfect will for his life. Understanding in a new way God's commandment to love one another, "... that as I have loved you, you also love one another. By

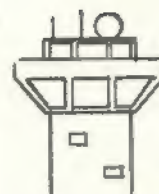
this will all men know that you are my disciples, if you have love for one another." (St. John, Chapter 13, verses 34-35).

FEDERAL AVIATION ADMINISTRATION ITINERARY LISTINGS

Airport	March
Glasgow Municipal	6
Great Falls International	6
Glendive, Dawson Community	21
Kalispell, City & International	20
Miles City Municipal	20
Missoula, Johnson-Bell	13

NOTE: One or more inspectors will be at the above-listed airports on the date(s) specified for the purpose of practical examinations, flight tests and aircraft inspections. Appointments for these services should be requested a week in advance to allow for scheduling of inspectors. Written examination services may be provided at itineraries and other locations if prior arrangements are made with the General Aviation District Office.

Flight Tests: Properly certificated aircraft with aircraft log books and required documents must be presented for all aircraft used for flight tests.



TOWER

OPERATIONS

NOVEMBER 1973

	Total Operations	Instrument Operations
Billings	6,226	2,324
Great Falls	4,515	1,554
Missoula	3,515	743
Helena	3,710	614

DECEMBER 1973

Billings	6,707	2,057
Great Falls	4,803	1,509
Missoula	6,137	762
Helena	3,233	583

JANUARY 1974

Billings	6,379	2,138
Great Falls	4,088	1,451
Missoula	4,821	690
Helena	2,696	616

NOTE: Helena gave their 12 month running total operations and instrument operations: Total Operations—46,972; Instrument Operations—6,590.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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